ABSTRACT

The present invention relates to an exhaust manifold for a supercharger-equipped internal combustion engine having multiple cylinders capable of preventing an increase in the fuel consumption and of reducing load application time. The engine satisfies at least one of the following expressions, where D is the diameter of a main tube of the exhaust manifold, d is the diameter of a branch tube, D_1 is the diameter of a passage of a connection connecting the branch tube to the main tube, R is the radius in the outer peripheral side of the connection smoothly connecting the branch tube to the main tube of the exhaust manifold, and r is the radius in the inner circumference side. $1.2 \leq (D/d)^2 \leq 2.5$, $0.8 \leq (d/de)^2 \leq 1.2$, $0.7 \leq (D/D_1)^2 \leq 1.4$, $1.7 \leq R/r \leq 2.1$.